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Secretary for
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Air Resources Board

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Arnold Schwarzenegger
Governor

September 7, 2006

Mr. Stephen Johnson, Administrator
U.S. Environmental Protection Agency
Ariel Rios Building, Mail Code: 1101A
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Dear Administrator Johnson:

I am writing to stress the importance of an expedited rulemaking for locomotive and marine engines and to urge the U.S. Environmental Protection Agency to adopt the most stringent rules possible. Quick action is essential to protect public health and to inform California's upcoming State Implementation Plans (SIP) for the 8-hour ozone and fine particulate matter (PM) standards.

Emissions from goods movement activities result in approximately 2,400 premature deaths annually in California. Locomotives and marine vessels are significant contributors, accounting for 25 percent of the NO_x and 15 percent of the diesel PM from these activities. Near source exposures are also a major concern. We recently completed two major health risk assessments involving locomotives and marine vessels: the first at Union Pacific's Roseville rail yard in northern California¹; the second encompassing the two major ports in the Los Angeles area.² Both assessments showed cancer risks in excess of 500 potential cases per million people exposed. The rail yard risk was due entirely to locomotives. More emission sources were involved at the ports, but marine engines in isolation accounted for more than 300 potential cancer cases per million. Reducing these emissions and exposure is among California's highest priorities and absolutely necessary to protect public health.

In August 2004, we provided detailed comments on the advanced notice of proposed rulemaking. These comments still apply. In summary, the Air Resources Board supports stringent, aftertreatment-based standards for oxides of nitrogen (NO_x) and diesel PM. We see no technical basis to apply less stringent emission standards to these engines than are currently required for non-road and on-road diesel engines. In addition, it is vitally important that the standards for new and rebuilt equipment take effect as soon as possible and no later than 2012.

¹ California Air Resources Board, Roseville Rail Yard Study, October 14, 2004.

² California Air Resources Board, Diesel Particulate Matter Exposure Assessment Study for the Ports of Los Angeles and Long Beach, April 2006.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

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The Air Resources Board's 2006 "*Emission Reduction Plan for Ports and Goods Movement in California*," plan relies heavily on accelerated turnover of locomotive engines once U.S. EPA establishes new national standards. Specifically, our plan relies on bringing Tier 3 locomotives on an expedited schedule into California service, similar to the Memorandum of Understanding (MOU) we have with the Class I railroads to bring Tier 2 locomotives into the South Coast Air Basin. Because of the high growth of international trade through California's gateway ports, full control of locomotives, a federally preempted source, is vital. Switch locomotives represent about 10 percent of total locomotive emissions in California (NOx and diesel PM). These emissions occur in and around rail yards, often in densely populated urban areas. We believe the technology exists for most switch locomotives (e.g., electric hybrid and gen-set) to reduce NOx and diesel PM emissions up to 90 percent from uncontrolled emission levels. This is also a very high priority.

Stringent standards for marine engines are needed to make significant progress in reducing emission impacts from commercial harborcraft in California. As for locomotive engines, we believe these standards must be aftertreatment based. We also believe that such technology is feasible for all marine engines, regardless of size. ARB intends to use the national Tier 3 standards as the basis for an aggressive retirement and replacement schedule for the entire California harbor craft fleet. However, without strong Tier 3 marine engine standards, this strategy will be in jeopardy.

The technology exists to cost-effectively reduce locomotive emissions by over 85 percent and marine vessel emissions by over 70 percent. We urge the US EPA to complete the massive undertaking your Agency has begun to "green" the nation's diesel fleet and to settle for nothing less than the maximum feasible, cost-effective reductions. We stand by ready to assist you in any way possible. In the meantime, if you have any questions or wish to discuss our comments, please feel free to contact me at (916) 445-4383 or Mr. Michael Scheible, Deputy Executive Officer at (916) 322-2890.

Sincerely,


Catherine Witherspoon
Executive Officer

cc: See next page.

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cc: Ms. Margo T. Oge, Director
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